



Northwest Mountain
Air Traffic Division

Runway Safety
Representative

DON BRINGMANN



ANM-505 Roles & Responsibilities

- Initial notification of all operational incidents.
- Review all preliminary OE/OD/PD/VPD reports.
- Resource to facility during investigation and corrective actions.
- Review all OE/OD/PD final reports.



ANM-530 Roles & Responsibilities

- AT Regional Runway Safety Representative.
- Review OE/OD/PD/VPD reports resulting in Runway Incursions or Surface Incidents.
- Resource to facility for RI and SI issues.
- Liaison between the Regional Divisions and Headquarters concerning RI and SI issues.



GOALS

- Increase awareness and enhance communication throughout the aviation community
- Improve understanding of runway incursion and surface incident causal factors.
- Ensure all participants in the airfield environment are educated and trained adequately to reduce the potential for error



Operational Errors

Controller Errors

- Read back Errors
- False Expectations
- Transposing
- Head down and locked



Read back Error

SEA 1/22/01

- MD80 landed Rwy16R, cleared at Txy N, and instructed to hold short Rwy16L. Pilot read back “cross Rwy16L” and crossed in front of MD80 departing Rwy16L. Departure overflow by less than 100 feet.



False Expectations

SFF 2/10/01

- Robinson R35 cleared for the option. Each of 8 consecutive approaches executed a T & G. C172 following, cleared for T & G. C210, number 3, cleared for T & G. R35 made a full stop, C172 observed and made full stop as did C210. Controller was expecting R35 to make T & G and was distracted with aircraft south of airport.



Transposing

BOI 2/23/01

- PA12 advised #2 to follow a Citation to Rwy28R. Pilot acknowledged. Traffic in sight, instructed to follow Citation and cleared to land Rwy28L. Pilot acknowledged and landed Rwy28L with a vehicle on west end of Rwy.



Head Down and Locked

EUG 4/24/01, SEA 7/7/01

- Vehicle on north end of Rwy16/34 performing maintenance.
Controller cleared C172 for take-off Rwy16.
- MD80 landed Rwy34L and reported holding short of Rwy34R.
Controller crossed Rwy34R with B767 on short final.



ANM ATC

Runway Safety Training

- On-going monthly refresher requirements
- Computer Based Instruction (CBI)
- LC/GC coordination.
- Visual scanning procedures



Why so much emphasis on Runway Safety?

- Every Runway Incursion or Surface Incident has the potential for Loss of Life.
- Escalating RI / SI
- On NTSB Most Wanted List
- FAA's number 1 priority



What will it take to improve Runway Safety?

- Ownership and Cooperation
- Training and education
- Awareness
- A joint effort from the entire aviation community.